



Appendix V

PPQ Operational Guidelines for Transit

Contents

Introduction	page V-1-1
Scope	page V-1-2
Authority	page V-1-3
Permits	page V-1-3
General Policies	page V-1-5
Transloading and Transfers	page V-1-7
Storage	page V-1-8
Fruit Fly Host Material	page V-1-10
Untreated Cotton and Related Articles, Including Okra	page V-1-10
Citrus, Avocado, and Mango from Mexico	page V-1-10
CITES Regulated Material	page V-1-11
Q-37 Material	page V-1-11
Puerto Rico	page V-1-12
Residue Cargo (RC)	page V-1-12
Immediate Export (IE)	page V-1-13
Immediate Transport (IT)	page V-1-14
Transportation and Exportation (T&E)	page V-1-14
Contingency	page V-1-15
Enforcement	page V-1-15
Definitions	page V-1-16
Transit Corridors	page V-1-19
Transit Corridor for Prohibited Fruits and Vegetables from Hawaii and Puerto Rico	page V-1-19
Transit Corridor for Avocado and Untreated Citrus from Mexico	page V-1-20
Transit Corridor for Untreated Mangos from Mexico	page V-1-21
Transit Corridor for Cotton and Okra	page V-1-22

Introduction

This appendix provides a summary of PPQ's transit policies consolidated from the CFRs, manual parts, permits, memoranda, and correspondence. Included are national, regional, and local policies that have been evaluated and aligned against recommendations resulting from the PPQ Transit Review completed by the Program Review and Planning Staff in March 1993 and approved for implementation by PPQ Operational Support in May 1993.

The following list of topics are included in these guidelines to help you make regulatory decisions relating to transit procedures:

- ◆ CITES Regulated Material
- ◆ Citrus, Avocado, and Mango from Mexico

- ◆ Contingency
- ◆ Definitions for PPQ Transit Guidelines
- ◆ Enforcement
- ◆ Fruit Fly Host Material
- ◆ General Policies
- ◆ Immediate Export (IE)
- ◆ Immediate Transport (IT)
- ◆ Overview
- ◆ Permits
- ◆ Puerto Rico
- ◆ Q-37 Material
- ◆ Residue Cargo (RC)
- ◆ Storage
- ◆ Transportation and Exportation (T&E)
- ◆ Transit Corridors
- ◆ Transloading & Transfers
- ◆ Untreated Cotton & Related Articles, including Okra

This document is **not** intended to be firm or final. It is a working document from which to draw guidance, develop consistency, and identify general rules for the processes and authorizations associated with transit. Situations **not** covered by these guidelines or provisions of these guidelines that are **not** adequate or accurate should be discussed with Program Support Staff. Adjustments and additions should be expected as new situations are addressed and policies and procedures are improved. Updated guidelines will be provided as changes occur until more complete regulations are in place and new manual sections can be developed.

Scope

The policies described herein apply to all foreign plant material subject to PPQ regulations when moving through a U.S. port for export or past the port of first arrival for final action at another location. This includes T&E, IE, RC, and IT movement for sea, air, and overland transportation. Shipments regulated as animal products should be referred to Veterinary Services; animal by-products are referred to PPQ's Veterinary Medical Office. Refer to 7CFR 318.13 and 318.58 for the movement of prohibited fruits and vegetables from Hawaii, Puerto

Rico, and the U.S. Virgin Islands. Soil, plant pests, honeybees, and Departmental material are handled in accordance with separate policies.

Authority

The authority for the implementation of these policies lies in 7CFR 352. The regulation contains specific provisions for the transit movement of avocados and citrus from Mexico. It also provides broad authority for PPQ to issue permits and prescribe safeguards for transit shipments of other PPQ regulated material.

These guidelines supersede previous policy and supplement current authority as directed by the Deputy Administrator of PPQ in a memorandum dated July 5, 1995.

Permits

Written permits for the importation of plants and plant products (PPQ Form 597) are required in advance for all transit authorizations; however, written one-time permits and oral permits may be used under the following circumstances:

- ◆ Movement of the shipment within the port environs or within an area or to a location designated by the Port Director at the port where the shipment is located
- ◆ Residue cargo (RC) moving by sea if moving without PPQ prescribed safeguards
- ◆ Unusual situations that require immediate attention, or ad hoc deviations from the provisions of a written permit due to unforeseen circumstances such as an IE for admissible cargo that is refused or untreated
- ◆ PPQ (at the port or in Riverdale, MD) has received a completed permit application for a type of movement routinely authorized, and it is in PPQ's best interest to authorize movement prior to providing the written permit
- ◆ PPQ's Permit Unit in Riverdale, MD, has advised the Port Director that a written permit is being issued or has been issued

Written one-time permits developed by ports should mimic formal permits on file for similar shipments. In the event that a model permit is **not** available, ports should develop draft provisions for review and approval by AQI Program Support prior to issuance. All one-time permits should be clearly marked "one-time only" and use the date or a port sequence number as the permit number. A copy of each

one-time permit should be filed with the involved port(s), and a copy should be sent to the Permit Unit. Copies should be maintained for at least 1 year.

PPQ Form 523, Emergency Action Notification, may serve as a transit authorization in lieu of a written permit, as follows:

- ◆ Situations require actions that involve ad hoc emergency transit movement
- ◆ In-transit (IT) to a port or facility for treatment or destruction

Shippers should apply for a written permit approximately 30 days in advance in order to ensure that ports can be contacted, provisions can be developed, and permits can be transmitted to permittees and ports in advance of arriving shipments. Application forms designed specifically for transit authorizations are available through the Permit Unit in Riverdale, Maryland, or by photocopying PPQ Form 586.

Permits will only be provided to a person or firm able to accept liability and exercise responsibility for the shipment while in the United States. Enforcement is enhanced if the permittee has a U.S. address; however, legal authority to require this is lacking at this time. Brokers, agents, and other second party permittees should be able to demonstrate direct authority concerning the handling of transit shipments under their permit.

One-time permits are **not** intended for routine use. Ports are encouraged to communicate with the shipping industry concerning the need for formal permits covering transit movement. Port Directors are also encouraged to communicate with each other and Port Operations concerning shippers or situations that appear to ignore or attempt to circumvent PPQ's transit policies.

Permits for routine types of transit movement, or routine requests for authorizations that have been previously authorized, or requests for transit movement specifically authorized in the regulations will be processed by the field without consultation.



PPQ Form 523, Emergency Action Notification, should be faxed to the Port Director at the receiving port prior to authorizing the movement of the shipment. See [PPQ Form 523, Emergency Action Notification](#) on page **A-1-69**, for instructions on completing the form. Faxed applications will only receive expedited handling if specifically requested by PPQ.

Ports developing IE, T&E, and RC permits on a one-time basis shall consult with other involved ports prior to finalizing permits unless the authorization is routine in nature or both ports have previously agreed upon handling and notification procedures.

The type of PPQ permit will be the same as the Customs entry. An IT shipment will have an IT PPQ permit, and a T&E shipment will have a T&E permit.

Requests for authorizations without precedent will be developed by the Permit Unit after receiving guidance from the Program Support Staff in consultation with Regional Offices. Ports experiencing problems or anticipating problems with transit authorizations are encouraged to contact the Program Support Staff to discuss their concerns and suggest options. Ports with transit activity in excess of staffing capabilities should consult with their Regional office concerning a petition to be exempt from transit or to have transit authorizations modified for that port. Port Directors will be responsible for ensuring that Regional offices are aware of special needs concerning staffing and port capabilities related to transit. Regional offices will be responsible for ensuring that the Program Support Staff are informed concerning the transit limitations for ports within their jurisdiction.

All permits will include information or provisions for the following:

- ◆ Specific description of shipment(s)
- ◆ Provisions for safeguarding
- ◆ Ports involved, term of validity, and issuing office
- ◆ Date, sequence number, and transit designation (T&E, IT, RC, or IE)
- ◆ Permittee, address, and phone (if possible)
- ◆ Contingency instructions
- ◆ Name and signature of authorizing official
- ◆ Authority (7CFR 352)
- ◆ Scope of permittees responsibility
- ◆ Cleaning of returning conveyance or container (in the foreign country)
- ◆ Description of routing requirements
- ◆ Revocation due to non-compliance

General Policies

Shipments of prohibited commodities will **not** be allowed to enter or move through areas of the U.S. where hosts susceptible to high-risk pest(s) are present or where the establishment of a high-risk pest could easily result from an accidental introduction.

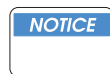
Shipments of prohibited cargo will be authorized for entry and exit at PPQ-staffed ports if moving through areas **not** considered high risk. PPQ may require notification upon exit and monitoring at the permittee's expense.

Shipments of admissible cargo must enter PPQ-staffed ports but may exit at any port. Any manipulation of cargo should only be authorized at PPQ-staffed ports able to provide monitoring. The ability to monitor must be verified prior to permit issuance.

No more than two stops (an entry, one stop, and an exit) will be authorized for any transit movement—**except** that overland movement may require additional stops without manipulation of the cargo (fuel stops, rest stops, etc.).

A maximum of one transloading in the U.S. will be authorized, and only at locations staffed by PPQ and approved in advance. The transfer may be made at the port of arrival, an interim stop, or the exit port, but PPQ must approve transfers in advance and must be able to monitor at the transfer location.

Compliance agreements may be used by ports handling routine transfers or transloading at PPQ-approved sites.



Exceptions existing in past and current authorizations will be maintained until regulations are in place to support the policy described above.

Hand-carried shipments of admissible material will be subject to inspection as a condition of onward movement. Hand-carried shipments of non-admissible material will **not** be routinely authorized. Hand-carried IE shipments of prohibited material should be under PPQ control or bonded from the time of arrival until the time of export.

Normally, inspection will **not** be used in lieu of safeguarding admissible articles. However, Regional Directors may authorize exceptions to this policy if resources dictate.

Treatment in lieu of safeguarding can be used at the Port Director's discretion if a PPQ-approved treatment is available and the agent responsible for the shipment has agreed to cooperate under permit. Ports must ensure that treatment requirements are justified, approved in the PPQ *Treatment Manual*, and consistently applied for shipments with similar problems.

The permittee will be held responsible for ensuring that cargo handlers, agents, drivers and others handling transit shipments are aware of the provisions of the authorization and are able to comply.

Permits will provide a “scope of responsibility” statement to this effect and port personnel are encouraged to communicate the same to shippers involved with transit.

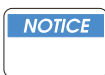
Transloading and Transfers

A maximum of one transloading may be allowed in the U.S. if all of the following apply:

- ◆ Port has sufficient resources to handle monitoring
- ◆ PPQ has approved a suitable location
- ◆ Cargo is adequately packaged and can be handled in an expeditious manner
- ◆ Receiving container or conveyance is clean, enclosed, and sealable
- ◆ Transloading is required for the most expeditious onward movement of the cargo
- ◆ Cargo is **not** avocados, untreated citrus or mangos from Mexico, or Q-37 material



Hand-carried shipments of soil and plant pests are handled similarly under separate policies.



The use of inspection in lieu of safeguarding is discouraged because the U.S. realizes little benefit from the resources devoted to the inspection of commodities destined to another country and because PPQ can be placed in the awkward position of being forced to offer safeguarding as an option after an inspection has resulted in pest findings.

Citrus, avocado, and mango shipments from Mexico may be authorized for transloading twice (at both the port of entry and the port of exit) provided transloading is done within the designated corridor and the ports are able to handle monitoring and cleaning. See ***Citrus, Avocado, and Mango from Mexico*** on **page V-1-10**.

The transloading of prohibited cargo will **not** be authorized within areas considered high risk for the introduction of pests of concern unless **one** of the following occurs:

- ◆ Cargo is in approved pest-proof packages (see ***Fruit Fly Host Material*** on **page V-1-10** for policy concerning fruit fly host material)
- ◆ Cargo is transloaded within a designated corridor

- ◆ Cargo is transloaded at a designated location either distant or protected from areas considered at risk for the introduction of pests of concern

Air-to-air transfers may require transloading in order to accommodate different equipment requirements. Such transfers will be considered transloading. Ground-time storage must comply with storage policy provisions. See **Storage**, below.

Truck-to-air and air-to-truck transfers normally require transloading and frequently involve storage in a warehouse or freight facility. Care must be taken to ensure that storage requirements are met and prohibited commodities are handled as described in storage policies, See **Storage**, below.



A "designated location either distant or protected from areas considered high-risk" must be defined on an ad hoc basis depending on the commodity, pest, conditions at the specific location, etc. Decisions should only be made after Port Operations and Permits and Risk Assessments are able to determine that the pest risk can be mitigated to acceptable levels.

Truck-to-rail, rail-to-truck, truck-to-truck, and rail-to-rail transfers of prohibited commodities must be done using completely enclosed, sealed containers or conveyances. Admissible articles may be transloaded if meeting the criteria in the first paragraph of this section.

Truck or rail-to-sea or sea-to-truck or rail transfers of prohibited cargo must also be accomplished using sealed containers. Admissible articles may be transloaded if meeting the criteria in the first paragraph of this section.

PPQ may utilize compliance agreements for routine transfer or transloading operations when judged to be appropriate by the Port Director.

Storage

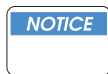
The storage of transit shipments in the U.S. will only be authorized on an as-necessary basis and only when the PPQ office nearest the storage location has indicated that storage can be approved and monitored with existing resources.

Storage is only to be authorized for the minimum time necessary to expedite onward movement of the shipment without regard to the carrier or cost. Storage conditions for non-admissible cargo should be developed and approved in conjunction with State officials when possible.

All storage areas and arrangements must be approved by PPQ in advance of issuing permits. Compliance agreements may be used by PPQ for routine storage in approved facilities when judged to be appropriate by the Port Director.



"Sealed containers or conveyances" refers to containers or conveyances to which a PPQ seal can be applied to secure the cargo. The actual application of a seal is **not** required, but is done at the option of the Port Director.



Refrigerated facilities are preferred for storage but should **not** be required unless extended periods (in excess of 2 days) are needed or coolers are judged to be the only secure facilities available.

Transit cargo shipments must be separate from all other articles in storage, by one of the following methods:

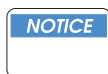
- ◆ Physical barrier (such as a wall) must be in place to segregate cargo
- ◆ Cargo must be in pest-proof packages
- ◆ Cargo must be stored in enclosed and secure containers

Transit cargo that is stored in refrigerated facilities does **not** require a physical barrier but should be separated from other cargo by a distance of at least 2 feet.

Transit cargo in storage must be adequately marked or placed in marked containers or a designated area so as to be readily identified. PPQ must also be able to seal or lock the storage area (or have the area locked by the permittee or the permittee's agent) to prevent loss or pilferage of the cargo if the area is accessible to persons **other than** those responsible under the permit.

The storage of air cargo must be within the secure area of the airport and in the care of a bonded carrier, agent, or warehouse. The storage of sea cargo must be in an area with access limited to persons with a need to handle cargo. Sea cargo must also be under the control of a bonded carrier, agent, or warehouse. The storage of overland (truck and rail) shipments must be within sealed containers or conveyances under the control of a bonded carrier, or in bonded warehouses.

Compliance agreements for storage should have a statement identifying the party responsible for the treatment, destruction, or exportation of abandoned shipments with consideration given to PPQ **not** bearing any costs.



Certain cargo may be exempted from strict storage conditions if the risk of pest escape, cross-contamination, and losing (cargo) identity is deemed to be very low.

Fruit Fly Host Material

Untreated fruit fly host material from countries with fruit flies of concern to the U.S. will **not** be allowed transit movement into or through tropical and subtropical ports **except** as follows:

- ◆ Residue cargo in pest-proof packaging in sealed containers or holds of ships or aircraft
- ◆ Authorized herein under **Citrus, Avocado, and Mango from Mexico**

Untreated Cotton and Related Articles, Including Okra

The corridor for cotton and okra currently includes those states and portions of States where cotton is **not** grown commercially, corresponding to provisions described in 7 CFR 319.8.

Cotton moving in transit from Mexico is handled as though coming from a generally infested (PBW) area of the United States.

Okra shipments from Mexico, the Dominican Republic, or Suriname may move in transit as an admissible commodity during the periods designated in 319.56-2(p)(c).

Citrus, Avocado, and Mango from Mexico

Untreated citrus and avocado from Mexico are only authorized to move within the corridor described in the regulations, including exit through any port within the corridor.

Untreated mangos from Mexico are authorized to move within the corridor established for citrus and avocado **except** that Texas ports east of Laredo and south of Houston/Galveston, Texas are **not** authorized ports for entry, and only PPQ-staffed ports are authorized for exit.



Figure V-1-4 is a map of the designated transit corridor for cotton and okra. Areas approved for transit correspond to those States or portions of States where cotton is **not** grown commercially. The designated periods for okra movement are also described on the map.

Mangos from Mexico may transit without restrictions if treated as required for entry into the United States. Untreated mangos are restricted to movement within the corridor described in paragraph 2 of this section and **must** be in pest-proof packages.

Transfer and transloading is only authorized if as follows:

- ◆ Transfer or transloading occurs within the designated corridor
- ◆ Port resources are able to handle monitoring and cleaning conveyances is possible
- ◆ Location suitable to PPQ is available
- ◆ Transfer or transloading is required for the most expeditious onward movement of the cargo

CITES Regulated Material

CITES regulated material must enter designated ports or other ports authorized for CITES material.

IE shipments must have proper CITES documents for the destination country. The documentation is forwarded with the shipment after verification by PPQ.

T&E and RC shipments must have proper CITES documents for the U.S. and must also have reexport documents for the destination country.

Q-37 Material

Q-37 regulated material (including woody seed) must only enter through designated ports in order for Inspection Station staff to determine proper handling and action, and enforce requirements under CITES (if necessary). Subsequent T&E movement may be to or through a non-designated port if the plant material:

- ◆ Is **not** CITES regulated or is properly documented for the movement in question
- ◆ Would be enterable into the U.S. under Q-37
- ◆ Is moving in a sealed container without transloading



Reexport documents should be procured from the Fish and Wildlife Service in advance; several weeks to months may be required for permits to be issued.

Plant material prohibited under Q-37 should only be authorized through a designated port for IE (without transloading).

Puerto Rico

Raw coffee is authorized for IE movement through specific ports in Puerto Rico when the Commonwealth Department of Agriculture has provided PPQ with written approval for each shipper's request. Shipments must arrive and remain in sealed containers.

Shipments of commodities limited to entry through North American (NA) ports can be authorized for arrival in Puerto Rico and onward movement to an NA port for clearance if all of the following conditions are met:

- ◆ Moving through Puerto Rico in a containerized or Residue Cargo condition
- ◆ No transloading is required in Puerto Rico
- ◆ Ports agree upon an adequate means for notification

Residue Cargo (RC)

Residue Cargo (RC) movement by sea may be authorized without a written permit if the following conditions are met:

- ◆ Specific safeguards for the shipment in question are **not** necessarily prescribed
- ◆ Destination port will be notified or has other means to be aware of arrival

RC shipments of untreated fruit fly host material must arrive in a leakproof, sealed conveyance or container and remain in the conveyance with the hold or container sealed if moving through tropical or subtropical ports.

Other shipments of prohibited articles must also remain in sealed holds or containers unless as in one of the following occurs:

- ◆ Shipment is in pest-proof packages approved in advance by PPQ
- ◆ Movement is within a designated corridor
- ◆ Cargo is at a designated location either distant or protected from areas considered at risk for the introduction of pests of concern

Any manipulation of RC cargo is subject to PPQ supervision/monitoring and must be authorized in a written permit or approved by PPQ as far in advance as possible.

Manipulation of RC cargo must be the minimum necessary to expedite onward movement. Removal of the cargo from the conveyance will **not** normally be authorized unless **one** of the following occurs:

- ◆ Removal is absolutely necessary (such as to adjust trim or arrange containers), and **only** for the minimum time necessary
- ◆ Removal is under unusual circumstances (equipment problems, weather, etc.)

Immediate Export (IE)

Immediate Export (IE) movement will include movement within the port environs or an area designated by the Port Director to be considered within the control of PPQ for that location.

IE movement will **not** be authorized for **other than** the minimum amount of time and manipulation necessary to expedite onward movement of the shipment. Preferences related to carriers or rates will **not** be a factor in determining the time or degree of manipulation authorized.

Accomplishing IE movement through the transfer of sealed containers is preferred. However, transloading cargo admissible at a specific port may be authorized if the cargo is in secure packages and the port is able to monitor.

Untreated fruit-fly host material from fruit-fly countries is only authorized for IE through northern ports by either transferring containers or transloading secure packages **except** that shipments of citrus, avocados, and mangos from Mexico may move IE through any PPQ-staffed port within the corridor designated for these commodities.

Other cargo prohibited entry into the U.S. may be authorized for transfer in any port if utilizing sealed containers. The transloading of prohibited shipments is only allowed if one of the following occurs:

- ◆ Shipment is in pest-proof packages approved in advance by PPQ
- ◆ Movement is within a designated corridor
- ◆ Cargo is at a designated location either distant or protected from areas considered at risk for the introduction of pests of concern and is monitored by PPQ

IE may be used on a one-time basis to accommodate the exportation of admissible shipments that have been refused entry. Shipments of admissible articles found to require quarantine action, and which cannot be treated or are **not** treated, may be routinely authorized for

immediate exportation and need **not** have a written permit but can utilize the PPQ Form 523, Emergency Action Notification, as a record of the action.

Shipments of articles that would ordinarily be prohibited entry for transit are only authorized on a one time basis. Such authorizations should be accompanied by a warning to the importer/shipper. Subsequent importation by the same shipper/importer should be handled as a violation. A record system for sharing violation information between ports will be coordinated through Port Operations.

Immediate Transport (IT)

Immediate Transit (IT) of shipments prohibited entry into the U.S. will only be authorized if prescribed by the port under an Emergency Action Notification and moving without transloading within a corridor or designated route under strict safeguards specifically described in writing.

The IT of admissible cargo into the U.S. will be authorized with safeguards described in a written permit. Both the port of arrival and the destination port or facility must agree on conditions prior to authorization.

IT movement to a location or facility **not** staffed by PPQ will only be authorized if the facility is under a compliance agreement with PPQ and the nearest PPQ office has been consulted and agreed to monitor on a shipment-by-shipment basis.

IT to a PPQ staffed port or location will require a mechanism for notifying PPQ at the destination. The means for accomplishing this, and any conditions necessary for a permit must be developed prior to issuing a permit. Such conditions should be consistent with the handling of other transit shipments for the port(s) in question.

Transportation and Exportation (T&E)

Transportation and Exportation (T&E) shipments of admissible articles must enter a PPQ-staffed port, but may exit any port provided the route is identified as among the quickest and most direct routes to the destination (**not** necessarily the quickest and most direct route to exit the U.S.).

T&E shipments of prohibited articles must enter and exit PPQ-staffed ports **except** for *citrus and avocado* shipments authorized under conditions described in the regulations (7 CFR 352). Arrangements for

notification and follow-up may be developed and utilized by ports on a case-by case basis for unusual or suspicious shipments but should **not** be implemented for routine T&E authorizations.

Transfers or transloading are only authorized under the conditions described in transfer and transloading policies and when as follows:

- ◆ PPQ resources are available for monitoring (consistent with other transit monitoring)
- ◆ Suitable locations or facilities have been approved by PPQ in advance
- ◆ Ports have agreed upon a means of notification
- ◆ Transfers or transloading occur within the designated corridor (if applicable)
- ◆ Incoming conveyance can be inspected and cleaned or treated

Contingency

Accidents, equipment breakdowns, changes in routing, or changes in the status of the shipment must be reported to PPQ as soon as reasonably possible. Therefore, permits will contain a provision directing the permittee or the permittee's appointed agent to contact a PPQ official at the port of arrival within 12 hours of occurrence if circumstances require a deviation from the conditions of the permit.

Enforcement

Enforcement officials should **not** hesitate to pursue violations for provisions of transit described in the regulations. However, violations of policy are less enforceable without evidence to show that policies are consistent and justified (rather than arbitrary and capricious) and the violator has been adequately informed in advance concerning his or her obligations and liabilities.

Current authority provides the PPQ Officer with great flexibility, including the authority to prescribe on-the-spot ad hoc safeguards. This important and necessary authority should be used with prudence. However, much of the transit movement currently authorized by PPQ is routine and requires policy guidance for consistency. Developing, adopting, and then following good policies can strengthen PPQ's position in enforcing the same.

PPQ officials are encouraged to use these guidelines as a means to move toward greater consistency across port, region, and staff lines. Consistently applied, these can develop into general rules of applicability upon which to build new regulations providing better authority.



The port of arrival is utilized as the focus for contingency management because it is more likely to have the most information concerning the shipment. However, the port is encouraged to consult Port Operations and other PPQ offices, especially those nearest the site of the problem, for guidance and assistance.

Violations must be documented to the extent possible on PPQ Form 518, Notice of Violation. Copies should be submitted to Port Operations for review and to assist in the development of a system for sharing violation information. At the very least, permits can be revoked. Additional action may be taken based upon the circumstances.

Definitions

Admissible cargo—Articles that, based upon their description at or before the time of arrival, can be imported into the U.S. under current plant quarantine regulations, policies, and procedures. Admissible cargo may be subject to treatment or other restrictions, or may become prohibited based upon the results of inspection.

Areas considered high-risk—Regions, areas, locales, or sites where the probability of the establishment of a pest or pests is believed to be relatively high based on the biology of the pest and the environment into which it is introduced.

Bulk cargo—Not enclosed in a container.

Commingling—Mixing two or more types of cargo under a single shipping entry, usually in the same conveyance and container. Commodities may be commingled in a shipment (pears and asparagus) or entry types may be commingled (half for U.S. consumption and half for export).

Containerized cargo—Completely enclosed in a durable container that can be sealed and moved without manipulation of the cargo itself.

Designated corridor—Geographic areas defined by easily recognizable political or other points forming boundaries within which specific activities are authorized.

Designated ports—Ports with Plant Inspection Station responsibilities designated in Q-37.

Extenuating circumstances—Unanticipated conditions requiring deviations from prescribed policy in order to adjust safeguarding procedures or prescriptions for unique circumstances.

High-risk pest—Pest requiring quarantine action and believed to have the potential for serious damage to economically important plant resources in the U.S.

Immediate Export (IE)—Shipments enter and exit the same port with minimum manipulation and delay, normally exiting within 24 hours.

Immediate Transport (IE)- Shipments enter without clearance at the port of first arrival and move from the port environs to another location for final disposition.

Inspection—Plant quarantine inspection equivalent to that provided to shipments offered for entry into the U.S.

Manipulation—Handling cargo. To move, arrange, load, pack or unpack, mark, open, sample, etc. Manipulation does **not** include storing, holding, or transporting cargo.

Monitoring—Supervision provided on an occasional or sporadic basis to ensure compliance with specified conditions.

Pest-proof packages—Packages that are sturdy, durable, and prevent the entry or exit of pests of concern or vectors of pathogens of concern. Pest proof packages may be ventilated, but vents must be covered with mesh or otherwise prevent the entry and exit of pests of concern.

Port environs—The area immediately surrounding a port that has been designated by the Port Director as being under the control of a port office.

Prohibited cargo—Articles that, based upon their description at or before the time of arrival, are **not** authorized to be imported into the U.S. under current plant quarantine regulations, policies, and procedures.

Routine authorization—Authorizations that are issued with relative frequency and which have consistently similar or identical conditions.

Residue Cargo (RC)— Shipments remain in the incoming conveyance and move beyond the port of first arrival. The conveyance is cleared at the port of arrival but the RC shipment is cleared at a subsequent location, normally the next port.

Secure area (of an airport)—The area surrounding an airport within which access is limited to personnel approved and appropriately identified for specific work within the airport and adjacent properties.

Secure packages—Packages that are sturdy, durable, and prevent the spillage of contents. Secure packages may be ventilated, but are **not** loosely constructed or easily damaged under normal conditions.

Shipper—The agent, person, or Agency responsible for causing a package or article to be transported to the United States. It may be the transport company, owner, or owners agent.

Transportation and Exportation (T & E)—Shipments enter through one port and exit through another, often requiring transloading and a change of conveyance or both.

Transfer—Shifting cargo from one conveyance to another by moving a container holding the cargo or placing the conveyance itself on another conveyance.

Transit—The movement of regulated cargo into or through the U.S. and its territories without establishing the final disposition at the first port of arrival.

Transloading—Shifting cargo from one conveyance to another by moving the cargo itself, or removing cargo from a conveyance or container and reloading.

Tropical and subtropical ports—For purposes of determining the transit status for fruit-fly host material (**other than** avocados, and untreated citrus and mangos from Mexico) the ports include Hawaii, Guam, Puerto Rico, U.S. Virgin Islands, California, Mexican border ports, Gulf ports, Atlantic ports below but **not** including Wilmington, NC, and ports in other States below 35° North Latitude.

Transit Corridors

Transit Corridor for Prohibited Fruits and Vegetables from Hawaii and Puerto Rico

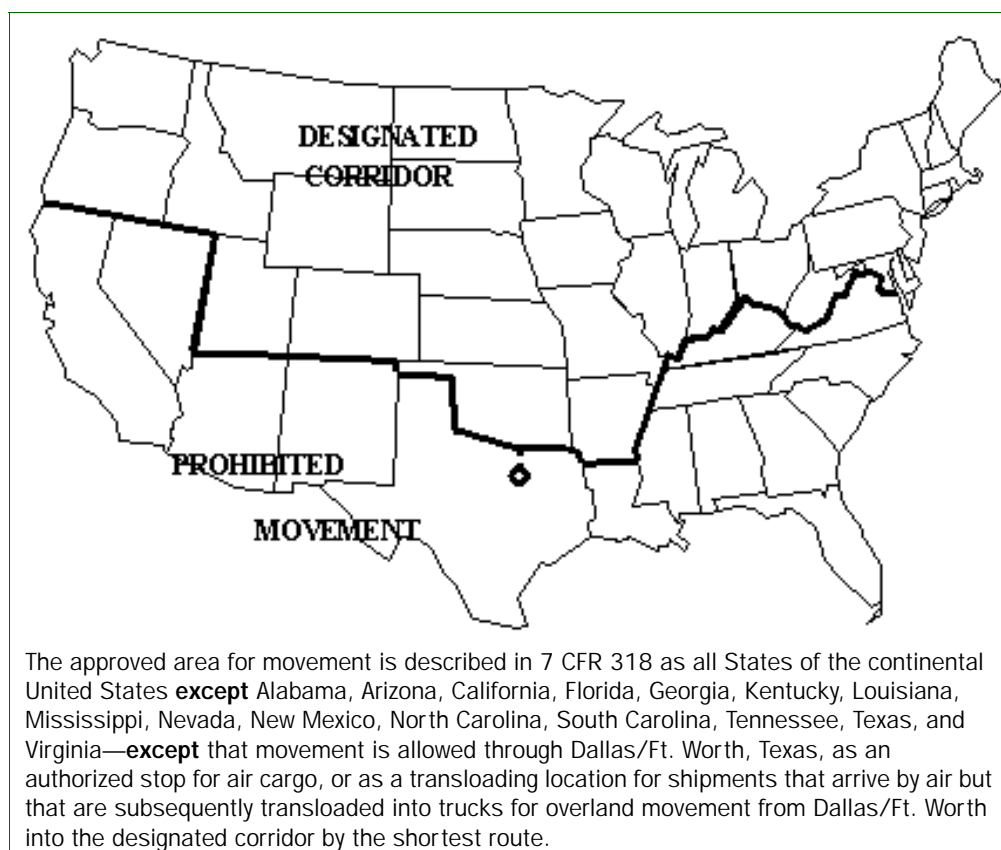


FIGURE V-1-1 Designated Transit Corridor for Prohibited Fruits and Vegetables from Hawaii and Puerto Rico

Transit Corridor for Avocado and Untreated Citrus from Mexico

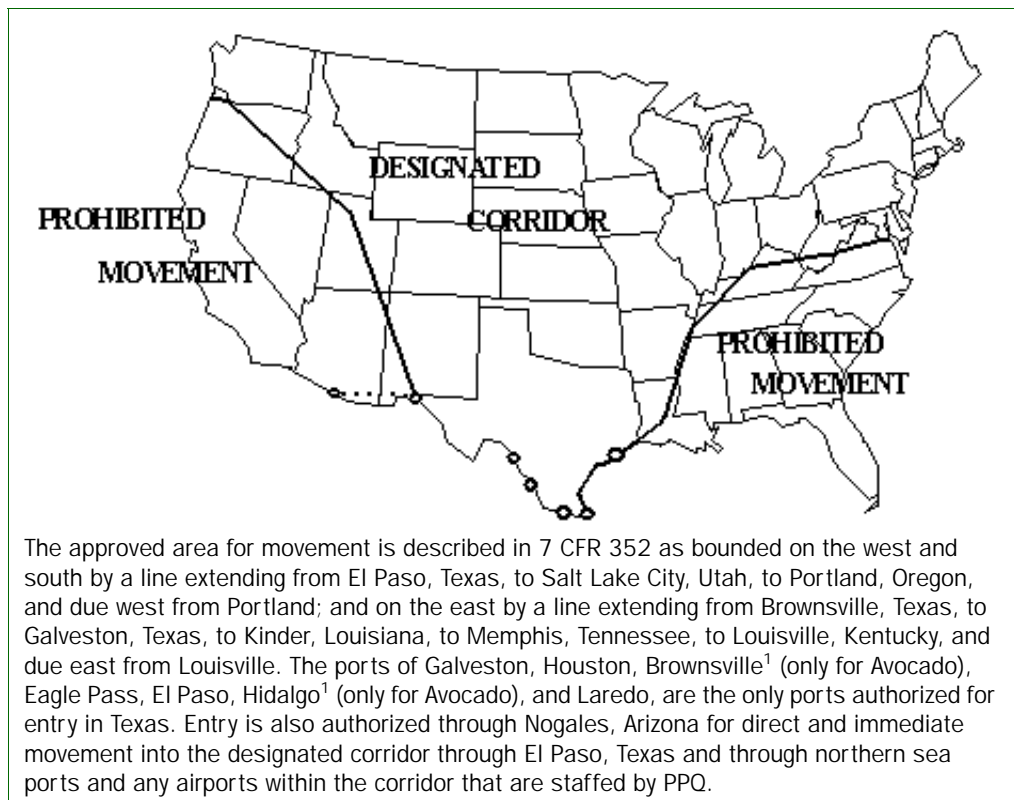


FIGURE V-1-2 Designated Transit Corridor for Avocado and Untreated Citrus from Mexico¹

- ¹ Brownsville and Hidalgo are located in a citrus-producing area. Therefore, entry of untreated citrus is prohibited into these ports.

Transit Corridor for Untreated Mangos from Mexico

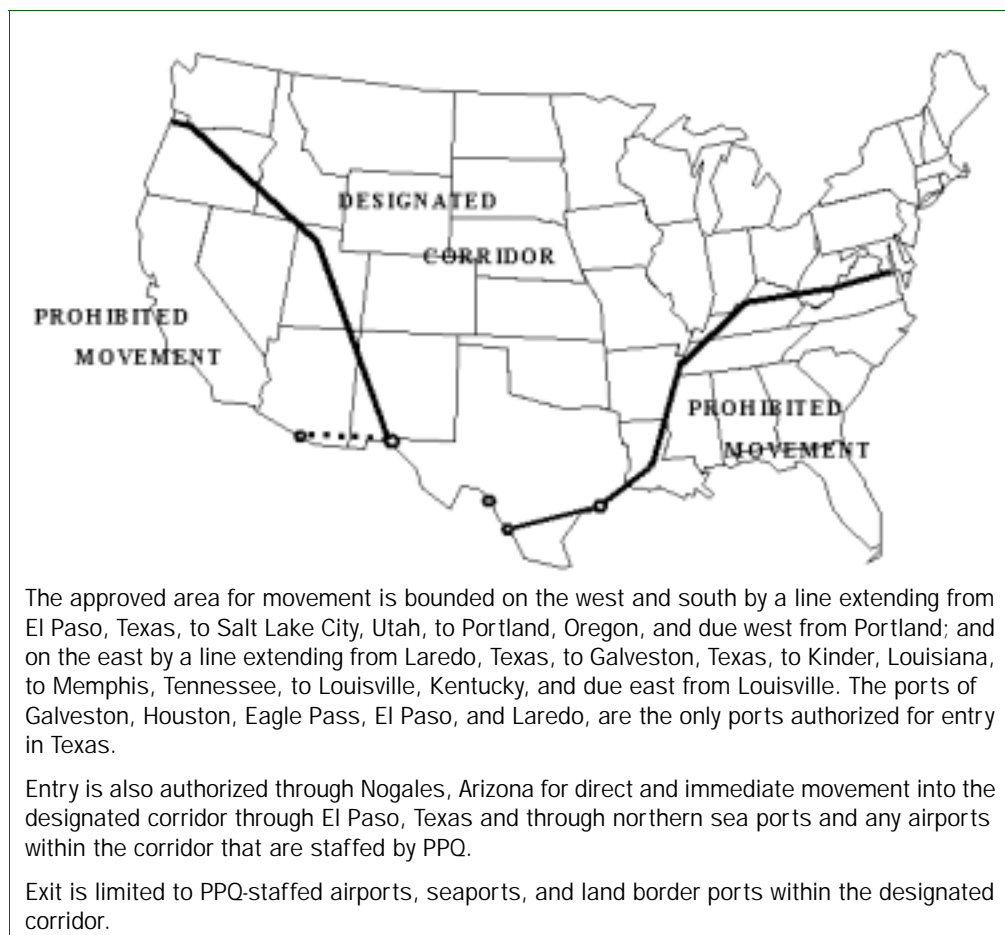


FIGURE V-1-3 Designated Transit Corridor for Untreated Mangos from Mexico

Transit Corridor for Cotton and Okra



The authority for prescribing an approved area for the movement of cotton and related articles is 7 CFR 319.8-17. Cotton and related items from Mexico are handled exactly as they would be if moving from a PBW -infested State in the United States. Cotton and related items from other countries is only authorized for movement through ports outside the corridor if meeting the density and treatment requirements for entry into the United States.

The approved areas for okra mimic the entry conditions described in 7 CFR 319.56-2p. The transit movement of untreated okra from the Dominican Republic, Mexico, and Suriname may be authorized through any State **except** that movement into or through California is prohibited between March 16 and December 31, and movement into or through any of the areas outside the corridor is prohibited between May 16 and November 30.

FIGURE V-1-4 Designated Transit Corridor for Cotton and Okra